

CHINA



MAIL

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, WEDNESDAY, JULY 24, 1878.

日五廿月六年寅戊

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTT, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSEN, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTT, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAM & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HEINZEN & Co., Manila.

CHINA:—Macao, Messrs A. A. DE MILLO & Co. Swatow, CAMPBELL & Co. Amoy, WILSON, NICHOLS & Co. Foochow, HEDER & Co. Shanghai, LANE, CRAWFORD & Co. and KLUY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,000,000 Dollars.

COURT OF DIRECTORS.

Chairman—F. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. BELLIOS, Esq. ADAM LIND, Esq.
H. L. DALRYMPLE, Esq. WILHELM REINER, Esq.
H. HOPKINS, Esq. W. S. YOUNG, Esq.
Hon. W. KESWICK.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
Managers.
Shanghai, E. WEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road, East,
Hongkong, February 27, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.
RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.
Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

Notices of Firms.

NOTICE.

MR. CHARLES J. HIRST has been authorized to sign our Firm per Procuration.
HESSE & Co.
Hongkong, July 23, 1878. au23

NOTICE.

THE Interest and Responsibility of Mr. EDWARD CUNNINGHAM in our Firm in Hongkong and China, CEASED on the 31st December last.

RUSSELL & Co.

China, March 6, 1878. au3

NOTICE.

THE Interest and Responsibility of Mr. ARTHUR CHART in our Firm CEASED on the 31st December last.

J. INGLIS & Co.

Hongkong, June 13, 1878. au23

For Sale.

FOR SALE.

EX-LATE ARRIVALS.

HUBB'S CASH and DEED BOXES.
RODGERS & Sons' Celebrated CUTLERY.
MARTIN BROS.' GENTS' DRESSING CASES.
WATERLOW'S & DE LA RUE'S STATIONERY.
BILLIARD-CLOTHS, and BILLIARD CHALK.
BILLIARD CUE CEMENT and TIPS.
TABLE GLASSWARE & CROCKERY.
BRUSH-WARE of all kinds.
ALBUMS.

NOVELS, SCHOOL BOOKS, PRESENTATION BOOKS, &c.

FINE KENT HOPS.
MALT.
CARBOLIC ACID.
CAUSTIC SODA.
CHLORIDE OF LIME.

CROSSE & BLACKWELL'S CELEBRATED HOUSEHOLD STORES.

California SODA CRACKERS.
Family PIG PORK in kegs.
Family MESS BEEF in kegs.
Compressed CORNED BEEF.
Compressed OX TONGUES.

Compressed HAM.
BARCELONA and PEA NUTS, &c., &c., &c.

TEYSSONNEAU'S FRUITS, in BRANDY, NOYEAU, and JUICE.
French JAMS and JELLIES.
"O. K." BOURBON WHISKEY (Bottled by L. A. & Co.)

BASS'S ALE, in pints and qts., bottled by Cameron and Saunders.
GUINNESS'S STOUT, in pints and qts., bottled by E. J. Burke.

BARCLAY & PERKINS' PORTER, in Kilderkins and Hds.
CLARET, in Cask.

LAMBERT, ATKINSON & CO.

Hongkong, July 19, 1878.

CHINA SUGAR REFINING COMPANY, LIMITED.

THIS REFINERY MANUFACTURES

LOAF SUGAR, (in 5, 10, and 15 lbs. Loaves).
CUT LOAF SUGAR.
"CUBE SUGAR (Lyle's Patent).
CRYSTALLIZED SUGAR, mark C. S. R. (in diamond) 4 IIII.
FINE WHITE SUGAR, mark C. S. R. (in diamond) 4 IIII.
Medium WHITE SUGAR, mark C. S. R. (in diamond) 4 IIII.
FINE YELLOW SUGAR, mark C. S. R. (in diamond) 4 II.
COFFEE SUGAR, mark C. S. R. (in diamond) 4 I.
GOLDEN SYRUP, SYRUP, and MOLASSES.

SPIRITS OF WINE and LAMP SPIRIT.
RUM, 45°, 50°, O. P., and Naval.
ANIMAL CHARCOAL and DUST.
AMMONIACAL LIQUOR, from Bones.
BONE TAR (a preventive of white ants).
ROUGH BONE TALLOW.

Packed in Quantities and Packages to suit Customers.

Particulars and Prices on application to THE MANAGER, CHINA SUGAR REFINING CO., LIMITED, East Point, Hongkong.

March 5, 1878. au5

FOR SALE.

TWO AMERICAN and One ENGLISH Second-hand BILLIARD TABLES, with BALLS, CUES, LAMPS, &c., Complete.
Apply to

D. NOWROJEE,

Hongkong Hotel.

Hongkong, July 11, 1878. tf.

FOR SALE.

COKE and TAR in Quantities to suit Purchasers, at CHEAP RATES.

Apply to GAS COMPANY, West Point.

Hongkong, June 19, 1878. au19

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I. and II., A to M, with Introduction. Royal 8vo., pp. 404. By ERNEST JOHN ELLIS, Ph.D. Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

For Sale.

FOR SALE.

LADIES' and GENTLEMEN'S RING WHIPS.
CARBOLIC ACID, the best disinfectant.
PORCELAIN ICE PITCHERS.
KEILLER'S DUNDEE MARMALADE.
FOSTER'S Bottled ALE and STOUT.
VEYRON'S CAFFIETTES.
COURCIER and ABER'S CLARETS.
FOSTER'S Bottled ALE and STOUT, bottled by Foster.

French JAMS.
Scotch OATMEAL.
FOSTER'S Bottled ALE and STOUT.
VEGETABLE, FLOWER and LAWN-GRASS SEED.
TEA TASTER'S CUPS, POTS, SCALES and TIME GLASSES.
FOSTER'S Bottled ALE and STOUT.

French SUMMER SHOES.
CHRISTY'S HATS.
BASS'S ALE and GUINNESS'S STOUT, bottled by Foster.

PEARS' TOILET SOAP.
English HAMS.
FOSTER'S Bottled ALE and STOUT.
SPARKLING BURGUNDY.

CHOICE PORT for Invalids.
FOSTER'S Bottled ALE and STOUT.
CURAÇAO, MARASCHINO and CHARTREUSE.
HENDRIKS' PERFUMERY.

BASS'S ALE, by Foster, highly recommended for purity, and the extreme Care used in Bottling.

LANE, CRAWFORD & CO.

Hongkong, July 17, 1878.

Entertainment.

THEATRE ROYAL, CITY HALL, HONGKONG.

THIS EVENING, (WEDNESDAY), 24th JULY, 1878.

LAST NIGHT! LAST NIGHT!! LAST NIGHT!!!
DOCTOR SILVESTER, THE WONDER WORKER.

LAST NIGHT! MADAME SILVESTER, by desire.

ARIA (Air des Byrons) Faust, GOUNOD, MADAME SILVESTER.

LAST NIGHT! DOCTOR SILVESTER, and his BEAUTIFUL ENTRANCED LADY.

LAST NIGHT! "THE PRINCE OF WALES'S VISIT TO INDIA."

LAST NIGHT! PROF. W. M. FAY'S Spiritual Manifestations.

LAST NIGHT! CHARLES SILVESTER'S CORNET SOLOS.

LAST NIGHT! "TOM BOWLIN, THE SAILOR."

THE FIRST AND LAST NIGHT OF "LEO, THE EDUCATED LION."

"LEO, THE EDUCATED LION." "LEO, THE EDUCATED LION." THE WONDER OF THE WILDERNESS.

LAST NIGHT! LAST NIGHT!! LAST NIGHT!!!
"THE FAIRY FOUNTAIN," "THE FAIRY FOUNTAIN," "THE FAIRY FOUNTAIN."

FIRST AND LAST TIME A GRAND PRISMATIC SNOW STORM.

Doors Open at 8.15. Commence 9 sharp. Conveyances may be ordered at 11.15.

Address: 1 DOLLAR, Dressing Circle and Stalls, 2 DOLLARS.

Seats can be had at Messrs LANE, CRAWFORD & Co.'s, where a Plan of the Theatre may be seen, and at the Doors on the Night of the Performance.

Hongkong, July 24, 1878. j25

Intimations.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR 1877.

SHAREHOLDERS in the above Office are requested to furnish the Underwritten with a List of their Contribution for the Year ending 31st December, 1877, in order that the distribution of the Profits reserved for Contributors may be arranged.

Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, July 12, 1878. au1

DENTAL NOTICE.

D. R. ROGERS begs to intimate that he has RETURNED, and is now ready to receive Patients at No. 7, ARTHUR ROAD.

Hongkong, July 4, 1878.

Intimations.

NOTICE.

MR. H. SCHÜREN'S PHOTOGRAPHIC STUDIO.

IS NOW OPEN.

HOURS FOR SITTING: EVERY DAY FROM 7 TILL 10 O'CLOCK A.M.

MR. H. SCHÜREN respectfully requests all Persons desirous to have their Portraits, to notice well the earlier hours for sitting, as the only means to obtain, during the present Season, those fine half tints and details so much admired, especially in White Dresses. Photos taken after 10 o'clock a.m. cannot be guaranteed to be to every satisfaction.

The Atelier cannot be Open for more than Two Months.

NOVELTY.

MR. H. SCHÜREN'S NEW SALOON PICTURES.

"THE FINEST PRESENTS TO BE CHOSEN."

No Really Elegant Drawing Room should be without them.

MR. SCHÜREN has much pleasure in introducing in this Colony, the new Style of Photos which undoubtedly will find admirers amongst the intelligent.

The new Saloon Picture is unrivalled for its effects in artistic lightening, and its beautiful details, especially for LADY'S EVENING DRESSES and every kind of EMBROIDERED and PLAIN WHITE DRESSES.

Hongkong, July 19, 1878. au19

AFONG,

PHOTOGRAPHER.

by appointment, to H. E. SIR ARTHUR KENNEDY, H. E. ADMIRAL ALFRED P. RYDER, and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

THE above has pleasure to inform the public of Hongkong that he has obtained the assistance of Mr. Griffith (for many years manager and principal operator for Messrs Saunders of Shanghai), and having carefully arranged the light of his New Studio, and secured the newest and best appliances for obtaining the highest excellence in his work, he is now ready to produce all the Latest Novelties in Photographic Portraiture.—A large and varied Assortment of Views always ready. Superior Enlargements made at shortest notice.

Studio, QUEEN'S ROAD, Nearly opposite The Hongkong Hotel, Hongkong, July 3, 1878.

NOTICE.

THE OFFICES of the Undermentioned have been temporarily REMOVED to the Premises in DUDDELL STREET, formerly occupied by Messrs NORRIS & Co.

LANDSTEIN & Co.

Hongkong, July 15, 1878. au15

NOTICE.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A FIFTH RETURN OF CAPITAL at the Rate of TWO and ONE-HALF TABLS per SHARE will be made to Shareholders of Record on 6th July, Payable at the Office of the Liquidators, on MONDAY, the 16th July.

Warrants will then be delivered by the Undermentioned to Shareholders, or their lawful representatives, on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 6th to the 15th July, inclusive.

By Order, RUSSELL & Co., Liquidators.

Shanghai, July 4, 1878. au10

Intimations.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES of Interest allowed on Deposits. At 3 months' notice 5 per Annum. " 6 " " 4 " " " 12 " " 3 " " "

D. A. J. CROMBIE, Acting Manager, Oriental Bank Corporation, Hongkong, July 1, 1878. tf.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twelfth Ordinary MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on WEDNESDAY, the 31st Instant, at 3 o'clock p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring Dividends.

The Transfer BOOKS of the Company will be CLOSED from the 17th to the 31st Instant, both days inclusive.

By Order, W. H. RAY, Secretary.

Hongkong, July 9, 1878. au1

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

THE Following is the SCALE of RATES for SILK, with Average, that will be charged by the above Company at this Port for the present Season.

To the Continent; by Mail Steamers, 1%
" United Kingdom; do. 1%
" do. by Holt's & Glen Stra., 1%
" do. by Castle Stra., 1%
" do. by other 1st-class Stra., 2%

By Order, W. H. RAY, Secretary.

Hongkong, July 1, 1878. au1

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHEW. The Steamship "KWANGTUNG."

Capt. PUNGHARD, will be despatched for the above Ports on THURSDAY, the 25th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., Agents.

Hongkong, July 23, 1878. j25

FOR HOIHOW. The Steamship "ALBAY."

Capt. F. ASHTON, will be despatched for the above Port on THURSDAY, the 25th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., Agents.

Hongkong, July 22, 1878. j25

FOR SINGAPORE AND PENANG. The British Steamer "MECCA."

Captain MORREY, will load here for the above Ports, and will leave this on THURSDAY, the 25th Instant, at 2 p.m.

For Freight or Passage, apply to HOP KEE.

Hongkong, July 20, 1878. j25

FOR YOKOHAMA. The British Steamer "BERTHA."

E. G. LANGLEY, Master, will be despatched for the above Port on THURSDAY, the 25th Instant, at 4 p.m.

For Freight or Passage, apply to MEYER & Co., Agents.

Hongkong, July 23, 1878. j25

MONTHLY LINE. FOR PORT DARWIN, COOKTOWN, SYDNEY AND MELBOURNE, (TAKING CARGO AND PASSENGERS FOR THE USUAL PORTS.)

The Australasian Steam Navigation Co.'s Chartered Steamship "CHARLTON."

Jno. JOHNSON, Commander, will be despatched as above on the 3rd Proximo, at 5 p.m.

For Freight or Passage, apply to GEO. R. STEVENS & Co., Agents.

Hongkong, July 15, 1878. au3

FOR MANILA (DIRECT). The Spanish Steamer "PARAGUA."

Guz. Master, will have quick despatch as above.

For Freight or Passage, apply to REMEDIOS & Co.

Hongkong, July 20, 1878. j25

FOR FREIGHT OR CHARTER. The Steamer "ARGENTINO."

Apply to TURNER & Co., Agents.

Hongkong, July 22, 1878. j25

Shipping.

Steamers.

FOR NAGASAKI, WLADIWOSTOK AND NIICOLAJEFSK.

The Danish Steamer "NORDEN."

Boysen, Master, shortly expected, will have quick despatch for the above Ports.

For Freight or Passage, apply to Wm. FUSTAU & Co., Agents.

Hongkong, July 4, 1878.

Sailing Vessels.

FOR VICTORIA (VANCOUVER'S ISLAND). The British Barque "TOKATHA."

Captain HARRISON, will leave for the above Port on the 1st August proximo.

For Freight, apply to ROZARIO & Co.

Hongkong, July 18, 1878. j25

FOR MELBOURNE & SYDNEY. The A 1 British Barque "CHARLOTTE ANDREWS."

Captain PLACH, will load here, and have a quick despatch as above.

For Freight, apply to ROZARIO & Co.

Hongkong, July 15, 1878.

FOR SAN FRANCISCO. The A 1 American Ship "JOSEPHUS."

ROGERS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, July 22, 1878. au12

FOR LONDON. The A 1 British Clipper Ship "SIN HARRY PARKES."

S. CHAPMAN, Master, having the greater portion of her Cargo engaged, will meet with quick despatch.

For Freight, apply to MEYER & Co.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE S. S. *City of Baltimore* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods and Opium are being landed by Messrs. Norton & Co. into Messrs. Turner & Co.'s Praya Godown, whence and/or from the Wharves or Boats delivery may be obtained.

Cargo remaining undelivered after the 26th instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by BIRLEY & Co.

Hongkong, July 23, 1878. jy26

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship *OCEANIC*, from San Francisco, &c. are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods.

Cargo impeding discharge of the Steamship will be landed and stored at Consignees' risk and expense.

G. B. EMORY, Agent.

Hongkong, July 20, 1878. jy27

NOTICE TO CONSIGNEES.

THE Consignees of the undernoted Cargo are hereby informed that unless the same be taken delivery of within one month from this date it will be sold to defray expenses.

A R 1/2, 2 Cases MUSKETS, Ex "Oxfordshire," from London, 3rd March, 1876.

JARDINE, MATHESON & Co.

Hongkong, June 29, 1878. jy29

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. PEIHO.

NOTICE.

CONSIGNEES of Cargo per S. S. *Ganga*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 10 a.m., the 22nd instant, at 10 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after SATURDAY, the 27th instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUEY, Agent.

Hongkong, July 23, 1878. jy27

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DU POUEY, Agent.

Ex "Amazone,"

TH 1644, Mr. L. Thevenin, from 1 case ink, &c. Marseilles.

Hongkong, July 13, 1878.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ARNIE LOWRY, British barque, Captain B. Gales.—Vogel, Hagedorn & Co.

KATE TATHAM, British barque, Captain Pethick.—Birley & Co.

OCEAN RACER, British 3-m. schooner, Captain Simpson.—Order.

JEANIE PIERRE, French bark, Captain Legasse.—Vogel, Hagedorn & Co.

ATHENE, British barque, Captain Alex. Findlay.—Captain.

MARY BLAIR, British barque, Captain James Riddle.—O. & S. S. Co.

LOTTIE MOORE, American barque, Capt. C. S. Hudson.—Arnhold, Karberg & Co.

PONTENAY, British ship, Capt. G. B. Taylor.—Vogel, Hagedorn & Co.

KJOENHAYN, Danish steamer, Capt. L. C. Grove.—Siemsen & Co.

To-day's Advertisements.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 3% or \$2.25 per SHARE, declared at the Ordinary Half-yearly Meeting of Shareholders held this Day, will be payable at the HONGKONG & SHANGHAI BANKING CORPORATION on and after FRIDAY Next, the 26th instant.

Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors, P. A. DA COSTA, Secretary.

Hongkong, July 24, 1878.

CARD TO THE PUBLIC.

I HAVE the honour to announce that MR. FAIRLOUGH, the Great Tragedian—whose successes in London, Australia, New Zealand, South Africa, and India, have been unrivalled—will SHORTLY VISIT HONGKONG on route for San Francisco.

DUNCAN MACALLUM, Agent.

jy31

To-day's Advertisements.

FOR MANILA VIA AMOY.

THE Spanish Steamer "SALVADORA," Master, will be despatched as above TO-MORROW, the 26th instant, at Noon. For Freight or Passage, apply to REMEDIOS & Co. Hongkong, July 24, 1878. jy25

FOR AMOY.

THE Steamship "ESMERALDA," Master, will be despatched as above TO-MORROW, the 26th instant, at Noon. For Freight or Passage, apply to REMEDIOS & Co. Hongkong, July 24, 1878. jy26

NOTICE.

ALL CLAIMS against the British Bark "FAIRLEADER," must be sent to the Undersigned for Collection not later than FRIDAY, the 26th instant. RUSSELL & Co. Hongkong, July 24, 1878. jy26

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$2.50 per SHARE, declared at the Ordinary Half-yearly Meeting of Shareholders held To-day, will be payable at the HONGKONG & SHANGHAI BANKING CORPORATION on and after the 1st Proximo.

Shareholders are requested to apply at the Secretary's Office for Warrants.

By Order of the Directors, LOUIS HAUSCHILD, Secretary.

Hongkong, July 24, 1878. jy30

Charters Effected.

The following charters have been effected since the last mail:

German barque Mercur, 431, to Buenos Ayres, £1,400 in full.

German barque Oscar, 735, to Callao, £2,050 in full, 35 day days.

American ship Josephine, 1,470, to San Francisco, private.

British steamer Charlton, to Cooktown, Sydney, and Melbourne and back, private.

British barque Hopet, 215, Foochow to Dardanelles, £200 in full, 25 day days.

German schooner Juliana, 187, Whampoa to Tientsin and back to Hongkong via Newchwang, 47 cents per picul, 30 day days.

French barque St. Ideus, 883, Whampoa to Tientsin and back to Hongkong via Newchwang, 41 cents per picul, 40 day days.

German brig Tartar, 268, Whampoa to Tientsin and back to Hongkong via Newchwang, 47 cents per picul, 25 day days.

German barque Vesta, 302, Whampoa to Tientsin and back to Hongkong via Newchwang, 45 cents per picul, 35 day days.

British barque Chocola, 275, Whampoa to Chetoo and back to Hongkong via Newchwang, 37 cents per picul, 80 day days.

German schooner San Francisco, 264, to Tientsin, private.

French barque Louis Eugene, 468, to Kobe and back, \$1,700 in full, 35 day days.

Dutch barque Burgomaster Von Middleburg, 628, to Batavia, Samarang and Sourabaya, \$1,600 in full, 25 day days.

British barque Kirkland, 453, to Quinhon and back, \$1,800 in full, 35 day days.

British barque Mangerton, 380, to Quinhon and back, \$1,650 in full, 30 day days.

German barque Johann Smidt, 443, to Quinhon and back, 19 cents per picul, 80 day days.

British steamer Imbat, 868, to Haiphong and back, 173 cents per picul.

British steamer Mecon, 678, to Singapore and Penang, \$2,800 in full.

British steamer West Stanley, 993, to Singapore and Penang, \$3,500 in full.

SHIPPING.

ARRIVALS.

July 24, *Salvadora*, Spanish steamer, 615, Larrinaga, Manila July 21, General.

July 24, *Benedict*, British steamer, 990, J. W. Buchanan, Singapore July 16, General.

July 24, *Namoa*, British steamer, 862, Geo. Westoby, Foochow July 19, Amoy 20, and Swatow 23, General.—DORVILLE LAFRAT & Co.

July 24, *Alto D. Cooper*, American ship, 1863, John H. Humphrey, Cardiff March 20, Coal.—CAPTAIN.

July 24, *Malacca*, British steamer, 1736, H. E. Smith, Yokohama July 17, Mails and General.—P. & O. S. N. Co.

July 24, *Zambesi*, British steamer, 1841, Symons, Shanghai July 21, Mails and General.—P. & O. S. N. Co.

DEPARTURES.

July 24, *Navesink*, for San Francisco.

24, *City of Baltimore*, for Shanghai.

24, *Taiwan*, for Amoy, &c.

24, *Mactani*, for Manila.

CLEARED.

Emu, for Foochow.

Ocean Racer, for Foochow.

Kwantung, for Coast Ports.

Bertha, for Yokohama.

PASSENGERS.

For *Salvadora*, from Manila, Mr and Mrs Cores and child, Mr Robles, 2 Sergeants, and 40 Chinese.

Per *Namoa*, from Coast Ports, Messrs E. Melby, C. G. Beebe, and B. Schaer, 81 Chinese, and 12 Europeans; deck.

Per *Benedict*, from Singapore, 1 European, and 183 Chinese.

Per *Malacca*, from Yokohama, Mr and Mrs Pollard and infant, and 1 European deck for Southampton; 5 Chinese, and 9 Distressed Seamen, for Hongkong.

SHIPPING REPORTS.

The British Steamer *Benedict* reports: Fine weather throughout the passage.

The British Steamer *Namoa* reports: Having left Foochow on the 19th at 1.30 p.m., Amoy on the 20th at 5.50 p.m., and Swatow on the 23rd at 8.30 p.m. Reported moderate monsoon with fine clear weather throughout. In Foochow: S. S. Sea Gull, Europe, and Prinz Friedrich Carl. The barque *Rosetta MacNeil* arrived on the 18th. In Amoy: S. S. *Gleagorah* and *Ching Hock Kian*. S. S. *Navesink* left for North. In Swatow: S. S. *Maharajah* and *Peacock*. S. S. *Taiwan* from Hongkong, left same day for North.

Shipping Intelligence.

The following is corrected from the last London and Colonial Papers, &c.:

VESSELS TO ARRIVE.

AT HONGKONG.

Nov. 3, Elizabeth Shields, Hamburg

Dec. 1, Glengaber, Flushing

25, G. B. S., Liverpool

Jan. 27, Earl of Devon, Antwerp

Feb. 7, Nourmahal, London

22, Elvetic, Penarth

LOADING FOR CHINA AND JAPAN PORTS

At London.—Steamers via Suez Canal.

Strathleven, City of Santiago, Commonweath.

Glamorgan, Sailing Vessels, Sydneyham.

Malbrak, At Liverpool.

Nestor (s), Ajax (s).

CARGO.

Per S. S. *Adeline*, Hongkong to London, sailed 19th July, 1878.—206,045 lbs. Cotton, 94,021 lbs. So. Capes, 6,500 lbs. St. Or. Peas, 42 pkgs. Silk Piece Goods, 4 pkgs. Waste Silk, and 376 pkgs. Sundries.

POST OFFICE NOTIFICATIONS.

MAILS will close:

For SWATOW, AMOY & FOOCHOW.—Per *Kwantung*, at 11.30 a.m., on Thursday, the 25th inst.

For HOIHOW (with Mails for Pakhoi).—Per *Albay*, at 11.30 a.m., on Thursday, the 25th inst.

For AMOY and MANILA.—Per *Salvadora*, at 11.30 a.m. To-morrow, the 25th inst.

For YOKOHAMA.—Per *Bertha*, at 3.30 p.m. To-morrow, the 25th inst., instead of as previously notified.

For STRAITS SETTLEMENTS.—Per *Mecon*, at 1.30 p.m., on Friday, the 26th inst.

Per *West Stanley*, at 3.30 p.m., on Friday, the 26th inst., instead of as previously notified.

For PAKHOI direct.—Per H.M.S. *Moore*, at 5 p.m., on Friday, the 26th inst.

For PORT DARWIN, COOKTOWN, SYDNEY, MELBOURNE, &c., &c.—Per *Charlton*, at 2.30 p.m., on Saturday, the 27th August.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *Zambesi* will be despatched with the Mails for Europe, &c., on SATURDAY, the 27th inst.

The following will be the hours of closing the Mails, &c.:

Friday, 26th inst.—

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night Box, which remains open all night.

Saturday, 27th inst.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with Late Box of 18 cents extra postage till

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom Via Brindisi, or to Singapore, may be posted on board the Packet with Late Box of 48 cents extra postage, till

11.50 a.m., when the Mail is finally closed.

Hongkong, July 15, 1878. jy27

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Anadyr* will be despatched from Hongkong on SATURDAY, the 27th August, with Mails to and through the United Kingdom and Europe, via Marseilles, to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Reunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to India by this Packet.

The following will be the hours of closing the Mails, &c.:

Friday, August 2nd.—

5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, August 3rd.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) except those to and through Australia, may be posted on payment of a Late Box of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

Hongkong, July 19, 1878. and

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Ossini* will be despatched on TUESDAY, the 27th August, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m., Registry of Letters ceases.

2.30 p.m., Post Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Box of 18 cents extra postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Costa Rica, Honduras, Monte Video, New Granada, Paraguay, and Uruguay can no longer be sent by this route.

Hongkong, July 23, 1878. jy28

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—*Kwantung* leaves for Coast Ports.

Noon.—*Albay* leaves for Holhow.

Noon.—*Salvadora* leaves for Amoy, &c.

2 p.m.—*Mecon* leaves for Singapore, &c.

4 p.m.—*Bertha* leaves for Yokohama.

General Memoranda.

FRIDAY, July 26:—

Goods per *City of Baltimore* undelivered after this date subject to rent.

Dividend of 3% on Shares of H. C. & M. Steamboat Co. payable at H. & S. Bank.

SATURDAY, July 27:—

Noon.—English Mail leaves for Ports of Call and Europe.

Goods per *Feiko* undelivered after Noon, subject to rent and landing charges.

WEDNESDAY, July 31:—

3 p.m.—Meeting of Shareholders of the China Traders Insurance Co., Limited, at the Head Office, Hongkong.

THURSDAY, August 1:—

Dividend of \$2.50 per Share of H. Hotel Co., Limited, payable at Hongkong Bank.

SATURDAY, August 3:—

Noon.—French Mail leaves for Ports of Call and Europe.

3 p.m.—*Charlton* leaves for Port Darwin.

TUESDAY, August 6:—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SYNDICATE, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT

MEDICINES

OF

Soda Water, Lemonade, Tonic Water, Clingerade, Potass Water, Sarsaparilla

Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.05 p.m.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, JULY 24, 1878.

THE recent assault in the Gaol, though not in itself an unprecedented occurrence, suggests the remark that very little has as yet been done, beyond experimenting, to take the place of flogging, now so completely erased from our criminal punishments. As we are openly at issue with His Excellency the Governor regarding the deterrents to be used with or upon the rascals of South China, it may be said that, our strictures upon the system at present followed are naturally unfavourable, and tainted with a strong bias or desire that flogging should have its free course. Presuming, however, that our objects are identical, and that the motives of both parties are equally praiseworthy—we are free to admit that Mr. Hennessy's motives are even higher, if less appropriate, than those of his opponents—what is the result of the humane policy hitherto adopted by the Governor? It is no secret that the Visiting Justices, in the course of their inspections of the Gaol, have commented pretty freely upon the alleged enormous increase of prisoners during the time the Governor's experiments have been carried on. This increase is even said to be so great that it will necessitate the re-opening of Stonecutters' Island Gaol or the provision of some other prison accommodation elsewhere, for the rogues who now come within the grasp of the Police authorities. Though a settled impression or a prevalent feeling can scarcely be set down as absolute proof, it is undeniable that, however much the leniency of the Executive may redound to the credit of Mr. Hennessy as a man, the feeling of insecurity caused by his modifications of the Supreme Court sentences is widespread. The fact that sentences of flogging, and even death, are not carried out in their integrity has induced a feeling of security amongst the prisoners, producing a decidedly mutinous spirit, which the curtailed powers of the Acting Superintendent of the Gaol makes it very difficult to deal with efficiently. It is whispered—but we trust by over-nervous gentlemen—that the look of things is anything but promising, that the defiant bearing of the reckless-looking ruffians in prison clearly shows that Mr. Hennessy has been wasting his "pearls" of mercy, and that it is not a particularly reassuring duty to walk round the wards and corridors of our crowded Gaol. Be this as it may, it would appear that, even from a financial point of view, measures of a stronger and more effective character are necessary, and we think ought to be once more tried. It is now eight months since the separate system was first broached in Council by Mr. Hennessy; and on that occasion Mr. Keswick observed—"The separate

system of the Gaol would doubtless have a very deterrent effect on criminals at large, but it was a question whether Hongkong should be made the prison house of China; and it was advisable that some policy should be adopted to keep from our borders the criminals from the mainland, and thus prevent ourselves from being burdened by all that come to us here—many of whom for a few days or a few weeks only—and are saddled on the Colony. The separate system is one likely to affect the Chinese, but they ought to consider the cost, which was very great. What, however, is principally objected to at present is, that the old and well-tried deterrents have been suspended while the newer ones have not yet been brought into force; and we are now suffering an interregnum of insecurity and anxiety which can be equalled only by that of ten years ago. How long are these half-measures to be tried?

and he thought that if anyone would take a piece of paper and pencil and make a calculation they would find, especially at the present rate of exchange, it would be difficult to get an even moderate class of vessels to replace their fleet at the cost at which they stood in their books. There might be some of the steamers standing higher than the Directors would like to see them, but there were others which the Directors felt assured were not valued at their full value. The *Kinshan* had been repaired, at a greater cost than was originally anticipated, and she was now in almost as good a condition as if she had left the stocks yesterday. The same might be said of the entire fleet. There might, of course, be a certain amount of depreciation going on, and a certain amount of annual and semi-annual repairs must be made, but the extraordinary repairs had been completed, and they would in future assume very much of an ordinary character. (Applause.)

Mr. Mory said he had one more question to ask—Could such steamers be replaced at the price at which they stood in their books? The Chairman said that if any one would make a calculation they would find that they could not be replaced for that sum. He believed that was the opinion of his brother Directors present.

Mr. Smith seconded the motion for the adoption of the report and accounts, which was carried unanimously.

Mr. Bellios proposed the confirmation of the election, by the Directors, of Mr. A. Lind to the Board.

Mr. Morgan seconded the motion, which was carried unanimously.

Mr. Reineb proposed the re-election of the retiring auditors, Messrs H. Smith and L. Hanschild.

The motion was seconded, and carried unanimously, and the Chairman having announced that the dividend warrants would be payable on Friday next, the shareholders separated.

THE HONGKONG-HOTEL COMPANY, LIMITED.

An ordinary meeting of the shareholders in the above Company was held at the Hotel, this afternoon. There were present, Messrs Bellios (Chairman), Grobjen, Landstein, Hoppins, Deacon, Cope, Jorey, Vaucher, Cohen, Robinson, and Hanschild (Secretary).

The SECRETARY having read the notice convening the meeting,

The Chairman said: Gentlemen,—Our report and accounts for the past six months are now before you. I have no doubt but that you will permit me to take them as read. Anticipating the expiration of our current lease, we advertised for tenders for a new agreement to cover a period of years.

Among others, we elicited an offer equivalent to about 210 dollars advance on the present rental, but as it was not supported by a guarantee from parties known to us, we were obliged to decline it. Ultimately it was thought advisable to resort to our old friends Messrs Nowrojee and Hin Kee, with whom you will observe we have entered into a lease for five years, the last two years of the term being at the rate of two thousand dollars per annum, but I may mention here the money value of this arrangement is nearly tantamount to that of the old one, because we have to make an abatement of one and half month's rent for loss of business that might be incurred by our tenants during the time the premises will be under repair; however there is one advantage which must not be lost sight of, and that is, that we have succeeded in establishing an increase on the old rent, which, in all probability, may be improved upon in future.

The sum of 12,000 dollars we propose to disburse is composed approximately of the following items:—Furniture \$6,000; Repairs \$3,600; alterations and improvements \$2,400. The amount to be spent on furniture is the first expenditure, of any importance, under this head, experienced by the Company since its formation; the articles constituting the same will become part and parcel of this institution. The money invested therein will not therefore be entirely lost to the shareholders. The sum set aside for repairs consisted of what I stated to you at our last meeting that this edifice will not require any material to be done to it to put it in an efficient condition. The cost of erecting bowling alleys is included in the charge for alterations and improvements. You will agree with me that this new feature in the establishment will be a great acquisition to the Hotel; it will add permanently to its earning power, and it will eventually prove to be the means of enabling your Directors to obtain a much larger rental for this magnificent building in years to come. If I have omitted gentlemen, to enlighten you further on any other subject, I am prepared to answer questions referring to it.

Mr. Deacon enquired if any contracts had been concluded in regard to the proposed bowling alley.

The Chairman said they had contracted for the alterations, which included the alterations required for the bowling alley. The cost of the bowling alley was included in the \$2,400 for the alterations and improvements.

Mr. Deacon: I fancy not.

The Chairman said it was so, the \$2,400 included the cost of introducing a bowling alley into the establishment. The cost of the two alleys themselves was, he believed, about \$600.

Mr. Cohen asked if it was not possible, during this new lease, to prevent the interests of the Company from suffering so much as they had done under the old one. Owing to the internal bad management of the Hotel, the establishment had become a by-word in all parts of the world.

The Chairman said he could assure Mr. Cohen that the Directors had urged the lessees throughout to keep up the reputation of the Hotel, and if they had failed to do so, they (the lessees) had to suffer.

Mr. Cohen said the Hotel was deserted by all visitors to Hongkong as being filthy and in every way badly managed.

Mr. Deacon said Mr. Nowrojee had assured him to-day that when the house was finished he would invite people to come and see the improvements in the arrangements and management.

Mr. Landstein said Mr. Nowrojee's intentions were very good, if he would follow them out.

Messrs Bellios and Landstein were then re-elected Directors; the election, by the Directors, of Mr. Hoppins to the Board was confirmed, and Messrs Vaucher and Cohen were re-elected Auditors.

A vote of thanks to the Directors brought the proceedings to a close.

CORRESPONDENCE.

"THE BALTIMORES."

To the Editor of the "CHINA MAIL."

Hongkong, 24th July, 1878.

SIR,—I was, I may say, a witness to the arrest of a man which took place on Monday night at 10 o'clock at Messrs Koss and Co.'s shop-door, in the Queen's Road. Having noticed in your paper of last evening the case of *Hugh Hogan*, who complained of having been struck by the Policeman, I feel bound to give what evidence lies in my power, believing him to be the arrest which I so unwillingly witnessed. Perhaps by attracting attention to this I may draw remarks from some of the gentlemen who were eye-witnesses, and help to prevent needless violence on the part of our Policemen in effecting similar arrests.

From where I stood I could not see what was going on, but I could hear what appeared to be a liberal use of the baton and the cries of the man for mercy.

Surely in this Colony, where the flogging of criminals is viewed with abhorrence, some leniency might be shown to our unfortunate countrymen—the victims of over-indulgence in the "refreshments" so liberally supplied to them by our public-housekeepers.

Yours &c.,

POOR JACK.

P.S.—In the report on the same case published by your morning contemporary it would appear that Hogan hit the constable at an earlier hour in the night. This might account for the subsequent beating!

Police Intelligence.

(Before C. V. Creagh, Esq.)

July 24, 1878.

BOARDING STEAMERS.

Lam King Tsao and another, boarding house runners; and Lew A Chang, boatman; were charged by Mr. W. Law, 2nd Officer of the S. S. *Bentley*, with boarding the Steamer at Green Island before the Health Officer, whilst the vessel was at anchor at Green Island. The defendants admitted the charge, and the two first were fined \$3 each and the third 50 cents.

ASSAULT.

Thomas Dobson, private H. M.'s 74th Regt., was summoned for assaulting one Fong Ahim, a master shoemaker, residing at No. 22, Queen's Road East.

Complainant stated that he had known the defendant for some months. About a month back the defendant gave him a pair of boots to repair, and on opening the sole complainant found there was a hole in the under leather. This was shown to defendant on the 22nd instant, and he accused complainant of damaging his boot. This complainant denied, when the defendant took hold of his queue and gave him a slap in the face with the shoe, cutting his lip.

In reply to Dobson, complainant denied having struck him first.

An apprentice to the last witness gave corroborative evidence.

Defendant stated that he had given the complainant a pair of shoes to repair. He promised to do the work for 50 cents and brought them back unfinished with a part of the sole removed. Defendant called him a cheat, whereupon he struck him (defendant) with a fan. This statement was corroborated by two other soldiers, and the case was therefore dismissed.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Lordship the Acting Chief Justice, the Hon. F. SNOWDEN.)

July 24, 1878.

Nicholls v. Pustau, \$1,000.—This was a claim for loss said to have been sustained by the plaintiff, the master of the British barque *Moss Glen*, by the refusal of the defendant, one of the partners in the firm of W. Pustau & Co., to carry out a charter entered into with the plaintiff.

The Attorney General (the Hon. G. Phillips), instructed by Messrs Sharp, Toller and Johnson, appeared for the plaintiff; and Mr. Haylar, instructed by Mr. Brereton, for the defendant.

Mr. W. Pustau, the head partner of Messrs W. Pustau & Co., was first called by Mr. Haylar. He said that the *Moss Glen* had been consigned to his firm before, but he did not know the ship himself, as it was not during the time he was here.

Examination continued.—It was understood that she should carry 880 tons of dead weight, mostly sugar. It was mentioned that the balance of the cargo would probably be made up of cassia, some horns and canes; but her load line was to be 17 ft. 6 in., and it was all to be by weight. It is generally a matter of arrangement between the parties whether the cargo should be dead weight or light freight. It would be an advantage to the ship to have some light freight, as then the dead weight freight could be loaded higher up and increase her buoyancy. If I am not mistaken Captain Nicholls said he could carry 880 tons of dead weight, but he preferred not to load more than 830 tons. I think it was on the first day that I told Captain Nicholls that I wished to have a proper survey of the vessel. It might be necessary to show that we had used all reasonable care in the selection of a vessel. It is imperative to have a survey report of the vessel. As a matter of business we required a good survey. Captain Nicholls asked me if I was going to load the *Moss Glen* as deep as the British barque *Guam*, which we had sent on the same voyage. I replied, Yes, and that I had got a survey report from her. Captain Nicholls then said he should get a survey report. I told him conclusively that I did not want to have a dispute with him, so the bargain would not be concluded until I got a satisfactory survey report. He told me on the second day that he intended putting another captain into the vessel. I did not initial the memo. of charter because I required the certificate of insurance first. No merchant could charter a vessel without being sure of the insurance. First Mr. Bernhard had no authority to sign for us as our agent. The form of charter party is the same as used in almost every house here. The survey report sent in could not be accepted as it was dated the 15th March, and the rule is that the must be proved a first class ship. If we charter a vessel here to load at Foochow or Amoy a survey report here is not considered sufficient, but she must be surveyed on the spot at the time she takes in her cargo. To facilitate matters I sent Mr. Spitz to Capt. Barrie to ask him to make a survey. In consequence of what Capt. Barrie told us we declined accepting the charter. I have made every effort to obtain

insurance on the terms of her being loaded 830 tons dead weight; but could not obtain it off from any of the leading offices. The cargo would have been mostly sugar; the Captain might have had a very good idea of what the cargo would be by what he saw of the *Guam*; the *Guam* was loaded down to her full loading line.

By the Attorney General.—I cannot recollect the conversation which took place on the first occasion. I can recollect facts, but not words. When the Captain said on leaving the office "we are mutually not bound," I never said I should give the ship 600 tons of sugar and the rest in light freight. Nothing was said about the survey report on the first day. I was looking over Mr. Bernhard whilst he was writing out the memo; I only saw an office like mine. A charter party is never binding unless a merchant unless the cargo is insurable. There might soon be a criminal prosecution for defrauding the underwriters. (Charter of *Moss Glen* put in, in which the clause about survey report being required was struck out.) Witness said it was a charter made by Messrs Melchers & Co., one of the youngest houses in the port.

The Attorney General said that house was one of the most liberal.

Continued.—Survey reports do not always state a vessel's carrying capacity. The object in having the carrying capacity guaranteed was to have a basis on which to calculate the freight. I knew the registered tonnage of the ship. I intended to load her with 880 tons of dead weight. If I put 700 tons sugar and the rest in cassia and light freight that would be about 880 tons as near as possible. I might have signed the memo if I had been present when the Captain signed it.

Mr. Haylar took objection to questions being asked more than once.

His Lordship said the witness must be left in the hands of the examining counsel. Examination proceeded with.—It is imperative that all insurance matters must be settled before a charter is binding. I have not seen one of the applications for insurance, nor the replies. Mr. Spitz made the application. The class of the vessel is not sufficient in case of loss to bind the underwriters. There must be a survey report before the cargo is put on board.

By His Lordship.—If I loaded 700 tons of sugar I would make the other 180 tons of dead weight with cassia and other light freight.

Mr. N. Ede, the Secretary of the Union Insurance Society of Canton, was then put into the box. He said, that application was made to him for insurance on 880 tons of sugar.

By the A. G.—I refused because I did not consider her a desirable risk with 880 tons of sugar. It would depend on the quantity of sugar taken and the quantity of light freight. I should not be guided altogether by the Surveyor's report such as the class of the vessel, her age, the intended voyage, cargo and other matters which occur to one who is accustomed to it. I would not have insured 880 tons of sugar, even if free of particular average. I cannot say that my office is more particular than others; we are all about the same. It might have been a risk on a coal that would be free of average. I should have to give you a certain course of instruction to explain my reasons for not insuring: any particular cargo. I think the matter over and arrive at a conclusion.

Captain Barrie was then called. He said.—I am Lloyd's Surveyor for nearly all the local insurance offices. I went on board the *Moss Glen* at Mr. Pustau's request. I understood from the Captain that she was to be loaded with sugar and measurement cargo, and I concluded that 15 ft. 3 in. was a reasonable load line for that cargo. I consider that would allow her to take about 400 tons of sugar, and the rest measurement goods.

By the Attorney General.—I gave the *Moss Glen* a certificate in March last that she was good. She had been repaired and re-metalled. She should be a good risk now with 400 tons of sugar and the rest measurement goods. If you put 880 tons of sugar into her, she might never be heard of again, and even if she got home safe they might pump up half the sugar, and the insurance would have to pay. If free of particular average I would not consider her a good risk. She could carry 830 tons of coal; it is not so heavy as sugar; sugar lies dead in the ship. You could fill her with coal and she might float, but not so with sugar; sugar is heavier than sand; 400 tons of sugar would be a fair proportion at this season of the year for vessels loading general cargo. I reported the ship to the insurance office the same as I did last March. I reported her a good risk. I may have mentioned the draught of water to Mr. Ede, but not to the other offices. If she carried 880 tons of coal she could carry 880 tons measurement. If she carried 400 tons of sugar she would be full with 430 tons more of light freight. It is usual for vessels that carry sugar for the quantity of sugar to be mentioned. You can generally tell a vessel's carrying capacity by her registered tonnage and the quantity of ballast she took. "General lawful merchandise" is rather a vague way of putting it.

By His Lordship.—I should understand by the words "carrying capacity 830 tons dead weight guaranteed" that the vessel was to carry 830 tons dead weight. Sugar requires a very good vessel.

By His Lordship.—Cargoes are sometimes carried as dead weight, but it is not usual; bring sugar light freight. If the *Moss Glen* carried 700 tons of sugar, she might easily carry the balance of 880 tons dead weight in light freight. She could not carry 880 tons dead weight of light freight.

Mr. Spitz was then called and examined at some length.

The Court then adjourned.

On the Court resuming at 4 to 5 o'clock, Mr. Haylar addressed the Court. He reviewed the case, and pointed out the important points of the evidence annulling the charter. He said it was not for them to say which was the load line. Captain Barrie said 15 ft. 3 in., and the Captain of the vessel 17 ft. 6 in. The Captain ought to know his own vessel.

Captain Nicholls recalled, said that nothing was said about the survey, or the *Guam*, until after Mr. Pustau refused to enter into the charter.

The Attorney General then addressed the Court. He said he could not agree with his learned friend that the case had been unnecessarily prolonged. The case certainly lay in a nutshell. No witness was allowed to give evidence on the points reserved for the Judge or Jury to decide. Yet such a question was asked by his learned friend. Memos of Charter Parties were always binding on both parties. If parties enter into an agreement, it may be

used upon. This was a provisional agreement to all intents and purposes. Mr. Pustau admitted that Mr. Bernhard drew out the memo. with his sanction and knowledge. Mr. Pustau must be mistaken that he purposely abstained from putting his initials to the memo. If a Survey report had been required he would never have handed the memo. to Mr. Bernhard to make out the Charter Party.

His Lordship said that, so far as he understood from Mr. Haylar's argument, the memo. only contained part of the conditions to be embodied in a Charter Party.

The A. G. continued to say that his client never agreed to carry 880 tons of sugar. The vessel could carry it, but it could not be insured. Even Mr. Pustau never said that 880 tons of sugar were to be carried. He was not aware that there was any authority for the charterers throwing up the charter because a surveyor said she could only be loaded to a certain draught. If the Captain was unable to fulfil his contract, the charterers could sue for damage. It was because the Insurance Companies refused to take a risk on 830 tons of sugar that the charter was thrown up. Mr. Pustau never carried out his agreement. He never mentioned anything about light freight to the Insurance Companies. No survey report was actually made, and the only person Captain Barrie appears to have seen was Mr. Ede, the other Insurance Companies having based their decisions, doubtless, on the class of the vessel, her age, &c. There was really no trace of an agreement, either oral or written, that the plaintiff agreed to carry 830 tons of dead weight and sugar. Captain Nicholls admitted that he could carry 880 tons dead weight. This he could do, and coal, it would be a good risk. In a case *Popkoff v. Wilson*, it was decided that it was not necessary that the ship should be a good risk for any particular cargo, but merely that she must be seaworthy. An insurance office refusing to take a risk on a vessel does not prove that the vessel is unseaworthy. There was no engagement to load the vessel down to 17 feet 6 inches. The learned Attorney General then went on to speak on the question of damages. He said the vessel could not get no charter now. Mr. Bernhard had said the vessel had lost \$200 on the difference of the rates of freight, but could not speak definitely. It would be for the Court to assess the damages. If the Court held the Charter Party good, the broker could claim his brokerage. The learned counsel said, considering the various incidental expenses, such as demurrage, ballasting, brokerage, &c., he thought \$1000 was not an excessive amount to ask for by way of damages.

His Lordship reserved judgment.

Manila.

(Translated from our Manila Exchanges.)

Official news of the death of H. M. the Queen has been received by the authorities.

Minute guns were fired on the 15th inst., from 12 o'clock noon, by the shore battery and by the Spanish men-of-war in port, and the vessels both in the harbour and in the bay crossed their yards. The foreign consulates have also shown their respect by causing their respective flags to be flown at half mast. The obsequies for the repose of the Queen's soul will take place in the fine Church of San Agustin, but not on the usual date, after the numerous propitiations required for its celebration are completed. Misses Capozzi and Forrelli, and some of their disciples, will join in the execution of Verdi's *Requiem*, mass to be celebrated, when it is intended to unite forty voices and some seventy instruments. During the hours of the funeral service all the establishments at Manila will be closed as a sign of mourning. A decree has been issued ordering mourning to be worn by members of all the corporations, military and civil, at Manila and throughout the Philippine provinces, for the space of six months, commencing from the 21st of July instant.

The steamer *Camiguin*, which was despatched for the scene of the wreck of the British barque *Lord of the Isles* stranded near the Narayan island, arrived to-day (19th), having the crew of the ill-fated barque on board, three of whom were wounded. According to information received, the barque cannot be raised, and will be sold by auction at the risk of the Government. The steamer has also brought 2 boats, sails, rigging and some stores that were saved.

Some reform is to be made in future in the extraordinary drawing of the Philippine lottery, which takes place twice a year, viz. June and December. The number of tickets will be 12,000, at \$10 each, and each ticket can be divided into twenty partitions. The first prize will be of \$25,000, and the second of \$10,000. There will be in all 635 prizes, absorbing \$90,000, including the nine approximations to the first prize of \$500 each, and two ditto to the second prize of \$250 each. The reform is made owing to the immense loss sustained from time to time at the extraordinary drawings through large numbers of unsold tickets remaining in the hands and at the risk of the Government.

Some 60 or 80 tons of coal has been received from the Compostela mines at Cebu, with which new trials will be made by the Naval department.

The Straits.

(Singapore Daily Times.)

A murder of a very brutal nature is discovered to have been perpetrated on the 9th instant. It appears a Chinese wedding was being celebrated in the house in China Street on that day, and the boy who was murdered was the nephew of the bride, and was brought from Bangkok by him, and was to be present at the marriage. About 6 p.m., when these assembled sat down to dinner, the boy was missing, and a diligent search was made for him throughout the house and its vicinity, but in vain. The police were communicated with, and a Chinese boy who was present at the wedding having informed them that he had last seen the missing boy in the company of a Malay, named Ibrahim, the latter was at once arrested, and though he professed total ignorance of the matter, upon being searched, \$50 in notes were found concealed upon his person, for the possession of which he was consequently detained in custody on suspicion. Yesterday at 4 p.m., the dead body of the missing boy was discovered in a hut at the foot of Mount Palmer Hill. The deceased, who was about 17 years of

age, had evidently met his death by strangulation. The boy, at the time of his disappearance, wore two gold bangles on his wrists, and these have since been found, having been pawned at a Chinese pawnshop on the same day by a Malay, who gave the name of Ahchee, and received \$50 in silver on the pledge.

Fourteen horses, from Champion Bay, ex *Sea Ripple*, sold yesterday by Messrs Powell & Co., realised an average price of \$124.

It was fairly demonstrated in the Botanical Gardens on Friday afternoon, that a python, however harmless looking, may not be worried with impunity. It appears Mr. Swenson, a Swede, who has lately got employment in the Gardens as a head gardener under Mr. Murton, entered the cage of the python, and while showing to a friend who was with him, the easy control which he could exercise over the lethargic animal, commenced to kick it on the head, a treatment which the animal bore for some time with considerable equanimity; but as the annoyance became more formidable, the python roused itself and quickly coiled its body round the intruder's chest and neck, completely disabling him. His friend called for help, which, fortunately, was speedily forthcoming, and after much trouble, Mr. Swenson was freed from the unwelcome embraces of his formidable opponent, though not without receiving serious injuries.

Mr. Swenson of the Botanical Gardens, whose luckless contempts with the Python on Friday last was noticed yesterday in our columns, was yesterday brought up at the Police Court on a warrant, charged with entering the house of Mr. Murton, the Superintendent of the Gardens, on Saturday morning, with a knife in his hand, and from his manner and threatening attitude, putting Mr. Murton in fear of his life. The evidence of Mr. Murton, Dr. Little, Mr. Ellis, and Mr. De Boynville having been heard in support of the prosecutor's case, Mr. O'Connor, the Senior Magistrate, bound the defendant over to keep the peace for six months, in two sureties of \$100.

Such is the proposal made yesterday by Count Torelli, and if lawful for one not deeply versed in agricultural matters to venture an opinion, I would say that it has all the chance of success and all the importance attributed to it by its author. I have myself seen the grove of eucalyptus trees at the Tre Fontane, and can, at all events, vouch for the prosperous appearance it presents. Thirty-five species, I was told on my visit, are cultivated there; some, of course, as experiments, which may or may not ultimately succeed. Some of the oldest trees, varying between seven and eight years of age, belonging chiefly to the globulus species—that richest in febrifugal essence—had grown to a height of about 17 metres, and in seven years more would be worth 40 or 50 francs.

Exception will probably be taken by a large section of the public and press in Italy to any such contract being entered into by the Government with an ecclesiastical body. But, as Count Torelli rightly observes in a valuable pamphlet he has written on the subject, and which will be published in the course of a few days, "The fact of the monks being members of a religious corporation forms no obstacle, since for us they are no longer, but represent a civil society. True, these individuals are members of the great French Corporation of Trappists; but this is a peculiarly happy circumstance for us, since we would thereby have a guarantee for the faithful fulfilment of their undertaking. And setting aside this combination, what other would you propose? This enterprise cannot be carried out without sacrifice of life, and only by intelligent men subject to severe discipline."

THE ROMAN CAMPAGNA AND THE EUCALYPTUS TREE.

Rome, 24 May, 1878.

The Italian Senate resumed its sittings yesterday under the presidency of Senator Trebbio. The most interesting feature in the Conscription Fathers' deliberations was the speech delivered by Count Torelli, who in 1854 held the office of Minister of Agriculture and Commerce in support of Senator Salvagnoli's bill for the so-called bonification of the Roman Campagna—the reclaiming, that is, of the marshy land which for many miles around encompasses the capital of the Italian Kingdom with a hot-bed of pestilential miasmas. The bill in question is substantially the same as the one approved by the Senate on the 14th June last; but which fell through, being overtaken by the close of the Parliamentary session, before it could come on for discussion in the Lower House. It may not be out of place to recall that it provides for the drainage of the swamps and marshes of Ostia and Maccarese, of the Lago di Tevere, the marshes of Stradocampo, with the frequently-flooded vale of the classic *Almo* and the fens of Pantano and Baccano. Moreover, the countless pools fed by subterranean springs which everywhere well up on the Roman Campagna, and the small mountain streams which had no outlet to the sea, are either to be pumped dry by steam power or to be carried off by a system of canals some 70 kilometres in length. Such, in brief, is the scope of the bill, brought forward yesterday by Count Torelli, and its opportunities are scarcely to be called in question. In fact, whilst the Roman Campagna covers an area of about 220,000 hectares, no less than 1143 hectares are perennially covered with stagnant water, whilst other 1370 hectares are annually submerged for so considerable a length of time as to poison the air with the miasmas arising from the vegetable matter decaying under the influence of the superincumbent water. Such a state of matters, in an age when agriculture has been raised to the rank of a science, cannot be allowed to continue at the very gates of the capital of a State aspiring to rank among the first in Europe; and it is to be hoped, and scarcely to be doubted, that the bill which seeks to remedy such an unquestionable evil will meet with the hearty support of the Chamber of Deputies when it has passed through the necessary formalities in the Senate.

But Count Torelli's speech contained more than a mere exposition and recommendation of the measures proposed by Senator Salvagnoli. In the course of it he stated that for some time past he had devoted his attention to the problem of the acclimatization of the eucalyptus tree on the Roman Campagna, and the salutary effects likely to be produced by that plant on its soil and atmosphere. His investigations, he said, had fully convinced him that certain species of the eucalyptus tree could be grown on the Campagna with decided benefit to both. It was a well-known fact that, as a rule, the vegetable stratum of the Campagna did not extend further than from 25 to 40 centimetres below the surface. Beyond this limit you came on hard layers of lava and tuff-stone, sometimes even in a vitrified state, testifying to the violence of the strife waged by volcanic forces on the plains of Latium ages before Rome's historic struggles with her neighbours had been dreamed of. This peculiarity of the geological structure of the Campagna was under a twofold aspect unfavourable to the cultivation of large plants. It deprived them of the depth of soil required for the development of their roots, and favoured the accumulation of water, which could only slowly filter through the compact substratum. Now, recent experiments made by various parties, especially by the Trappist monks, who since 1859 had been engaged in the cultivation of the eucalyptus in the grounds attached to their convent, situated about four kilometres beyond the gates of Rome, in one of the unhealthiest parts of the Campagna, had shown that various species of that plant could flourish under all these disadvantages; whilst some of them, particularly the one known to botanists under the name of *agratia*, were, from the amount of moisture their roots absorbed, peculiarly suited to grow in marshy soil such as they had to deal with on the Campagna. Besides the benefit accruing to the soil by this slow, but no less effective, system of drainage, the experience of the Trappist monks went to prove that the eucalyptus has a tendency to purify the atmosphere from miasmatic exhalations. Thus, whilst during the first eight years do less than ten monks had died the victims of their philanthropic bequest, thirty-five had had to be moved from Rome altogether, and all had suffered

more or less from the fever, the sanitary conditions of their convent had at length so far improved that, without incurring serious consequences, they were now able to remain in their quarters, even during the summer months—a thing they would not at first have dared to do. But the eucalyptus not only tended to drive away miasmas, it likewise provided a valuable remedy for persons suffering from their effects. Its leaves, true leaves for the healing of the nations, contained an essence which, extracted by various processes, might be used in cases where quinine could not easily be procured. Though not so powerful as the latter, it would be an inestimable boon to the classes whose social conditions placed the costliest medicine almost beyond their reach, and who at the same time were the most exposed to the ravages of Roman fever.

Having thus set forth the advantages to be looked for from the planting of the eucalyptus on the Campagna, he went on to propose, as a measure to be added in Committee to the bill he was urging the Senate to adopt, that the Government should, on fair terms, grant a lease to the Trappist monks at the Tre Fontane of a *tenuta* or farm, 450 hectares in extent, which adjoined their convent, and had several times been put up for sale without finding a purchaser, on condition that these monks, who were officially recognised as the "Agricultural Society of the Tre Fontane," should undertake to plant it with eucalyptus trees.

Such is the proposal made yesterday by Count Torelli, and if lawful for one not deeply versed in agricultural matters to venture an opinion, I would say that it has all the chance of success and all the importance attributed to it by its author. I have myself seen the grove of eucalyptus trees at the Tre Fontane, and can, at all events, vouch for the prosperous appearance it presents. Thirty-five species, I was told on my visit, are cultivated there; some, of course, as experiments, which may or may not ultimately succeed. Some of the oldest trees, varying between seven and eight years of age, belonging chiefly to the globulus species—that richest in febrifugal essence—had grown to a height of about 17 metres, and in seven years more would be worth 40 or 50 francs.

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The Mexican ladies dress in the most vivid colors and startling contrasts. They combine the handsomest articles of attire with the commonest and poorest. In the intervals of dancing the women retire to the dressing-room and refresh themselves with wine or beer, and cigarettes. Even the youngest girls smoke. The dancing is similar to ours, except that it is much slower. They have only one national dance, which is called the "danza." This is danced in the slowest possible manner, and is well adapted for warm climates. A young lady in describing it said: "It was the easiest thing in the world to learn—you only had to stand still and be hugged." It seems to be a great favorite here.—*Leslie's Journal*.

Quotations.

HONGKONG, July 24, 1878.

OPIMUM.—New Patna, cash, \$597½, a 600 credit, —
Old Patna, cash, — None credit, —
New Benares, cash, 670 & 672½ credit, —
Old Benares,

To Let.

THE DWELLING HOUSE No. 6, Mosque Terrace, THREE OFFICES, in Club Chambers, The BUNGALOW, No. 24, Gage Street. Apply to DOUGLAS LAPRAIK & Co. Hongkong, July 12, 1878.

To Let.

IN the Houses on MARINE LOT 65, formerly known as the Blue Houses, situate on Praya East:—
HOUSE No. 2, Praya East. The basement, together with First Floor, or separate if desired, with possession on the 1st July.
HOUSE No. 3, Praya East. The whole House or in Flats, with possession on the 1st of August.

As also, The DWELLING HOUSE to the Eastward of Pier at Wanchai. May be had as an entire Dwelling or in Apartments of two or three Rooms to suit convenience, with immediate possession. Fine spacious Verandah looking on to Harbour.

To Let.

FIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65. For particulars, apply to MEYER & Co. Hongkong, June 21, 1878.

To Let.

HOUSE No. 9, Queen's Road Central, with Godowns attached. Houses No. 2, and 9, Seymour Terrace. DAVID SASSOON, SONS & Co. Hongkong, January 4, 1878.

Halls.



STEAM FOR Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London direct. Also, Bombay, Madras, Calcutta, and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship ZAMBEZI, Captain A. SYMONS, will leave this on SATURDAY, the 27th July, at Noon. For further Particulars, apply to A. LIND, Superintendent, Hongkong, July 16, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES; Also, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON SATURDAY, the 3rd August, 1878, at Noon, the Company's S. S. ANDY, Commandant MORREAU, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 2nd August, 1878. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required. For further particulars, apply to the Company's Office. H. DU POUEY, Agent, Hongkong, July 22, 1878.

Occidental & Oriental Steam-Ship Company. TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be dispatched for San Francisco via Yokohama, on TUESDAY, the 6th August, at 8 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai. Freight will be received on board until 4 p.m. of the 6th August. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required. A Reduction is made on RETURN PASSENGER TICKETS. For further information as to Freight on Passage, apply to the Agency of the Company, No. 37, Queen's Road Central. G. E. EMORY, Agent, Hongkong, July 12, 1878.

Intimations.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

HENRY B. HYDE, President. J. W. ALEXANDER, Vice-President. SAMUEL BORROW, Secretary. A. A. HAYES, Jr., General Manager, for China and Japan.

PRINCIPAL OFFICE, 120, BROADWAY, NEW YORK.

Assets, \$31,700,000. Surplus, \$5,500,000.

THE Undersigned having been appointed Agents in Hongkong, China, for the above Company, are prepared to accept Risks at greatly reduced rates, and upon terms very favourable to the assured. For full information and particulars, apply to: OLYPHANT & Co., Agents, Hongkong, January 21, 1878.

W. BALL, CHINA DISPENSARY. IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES. Prescriptions Dispensed with Carefulness, and Prompt Attention. PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf, Hongkong, July 13, 1878.

IMPERIAL MARITIME CUSTOMS. CONTRACT FOR THE SUPPLY OF LIGHT-HOUSE OIL. SEALED TENDERS will be received at this Office till July 31st next, for the Supply of 5000 Gallons VEGETABLE OIL for use at the LIGHT-HOUSES in the Southern Division of China, for the Year 1879. Printed forms of Tender for each of the 3 following kinds of Oil can be had at this Office on application, viz:

1st TEA-NUT OIL. 2nd PEANUT OIL. 3rd RAPE-SEED OIL. The Oil to be perfectly pure and unadulterated, of the best quality and color, and quite free from all impurities and sediment, and is to be delivered at the Customs Godowns at Amoy in the following quantities, viz: 1000 Gallons on or before 1st November next. 1500 " " " 1st December " 2500 " " " 1st March, 1879. The Oil as it is delivered will be measured at the Customs House and the Imperial gallons will be taken to weigh 1 pint, and each Tender must be accompanied by a sample in a clear glass bottle of not less quantity than half a pint. No Tender will be accepted on any other terms than those issued from this Office. The Covers to be headed "Tender for Light-house Oil." The Commissioner does not pledge himself to accept the lowest or any Tender. R. B. MOOREHEAD, Commissioner of Customs, Amoy, 16th June, 1878.

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament. ESTABLISHED 1809. CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents, Hongkong, July 6, 1878.

QUEEN FIRE INSURANCE COMPANY. THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents, Hongkong, January 1, 1874.

THE SCOTTISH IMPERIAL INSURANCE COMPANY. THE Undersigned having been appointed Agents in Hongkong for the above-named Company, is prepared to Grant Policies against FIRE on Buildings and on Goods to the extent of £10,000, at the usual Rates, subject to an immediate Discount of 20 per cent. Attention is invited to a considerable reduction in Premium for Life Insurance in China.

J. Y. VERNON SHAW, Agents, Hongkong, June 1, 1878.

THE CHINA FIRE INSURANCE COMPANY, LIMITED. HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang. Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES. JAS. B. COUGHRAN, Secretary, Hongkong, November 1, 1874.

Insurances.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.) CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life. For Rates of Premiums, forms of proposals or any other information, apply to: ARNOLD, KARBURG & Co., Agents, Hongkong & Canton, Hongkong, January 4, 1867.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTER of His Majesty King George the First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:— Marine Department. Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia. Fire Department. Policies issued for long or short periods at current rates. A discount of 20% allowed. Life Department. Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co. Hongkong, October 14, 1868.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS. Directors: KWOK ACHONG, Merchant. PANG YIM, Merchant. HO SAM, of Hop Yik Chuan, Merchant. LOO YEE, of the Yee On Hong, Merchant. LEE SING, of Lai Hing Firm, Merchant. CHEUNG SING YONG, Merchant. CHOW CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on BUILDINGS and on Goods stored therein at CURRENT RATES, subject to Discount of 20% on the Premium.

OFFICE, Nos. 8 and 9, Praya West. Hongkong, August 23, 1877.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL—Fully Paid-up—Tls. 420,000. PERMANENT RESERVE—Tls. 230,000. SPECIAL RESERVE FUND—Tls. 104,000. Total Capital and accumulations this date—Tls. 754,000.

Directors: F. B. FORBES, Esq., Chairman. M. P. EVANS, Esq. C. LUCAS, Esq. C. KREBS, Esq. Wm. MEYERINE, Esq.

Secretaries: Messrs. RUSSELL & Co., Shanghai. Messrs. BERING BROTHERS & Co. Agents in Hongkong, London, San Francisco, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates. Subject to a charge of 12% for interest on Shareholders' Capital ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents, Hongkong, May 10, 1878.

CHINESE INSURANCE COMPANY, (LIMITED.) NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents, Hongkong, April 17, 1878.

ROYAL INSURANCE COMPANY. THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co., Agents, Royal Insurance Company, Hongkong, October 31, 1874.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Adria	5	c	Stewart	Brit. str.	781	July 16	P. & O. S. N. Co.	
Albay	5	h	F. Ashton	Brit. str.	366	July 21	Douglas Lapraik & Co.	Hollow To-morrow
Alverton	4	c	Darnell	Brit. str.	1088	July 23	Meyer & Co.	
Argentine	8	c	Barnett	Brit. str.	915	April 22	Turner & Co.	For Sale
Bonedi	4	c	Buchanan	Brit. str.	999	July 24	Gibb, Livingston & Co.	
Bertha	2	h	Langley	Brit. str.	1421	June 18	Meyer & Co.	Yokohama To-morrow
Bombay	2	h	Langley	Brit. str.	749	Feb. 12	Kwok Acheong	Laid up
Cameos	2	h		Brit. str.	95	Oct. 2	Kwok Acheong	
Cassandra	4	c	Langer	Ger. str.	937	July 16	Wm. Pustau & Co.	Saloon
Charlton	3	c	Johnson	Brit. str.	786	July 17	Geo. R. Stevens & Co.	Australian Ports
City of Baltimore	5	c	Collin	Brit. str.	1433	July 20	Birley & Co.	Shanghai K'loon Dock
Eame	5	h	Stopani	Brit. str.	117	April 18	H. K. & W. Poo Dock Co.	To-day Tug Flying
Fitzpatrick	2	h	Humphres	Brit. str.	597	April 18	Gee Chong Hong	K'loon Dock
Klenchow	2	c		Brit. str.			Kwok Acheong	
Kwonghaya	2	c	Grove	Dan. str.	701	July 22	Siemssen & Co.	
Kwongtung	5	h	Franchard	Brit. str.	675	July 20	Douglas Lapraik & Co.	Coast Ports To-morrow
Lorne	5	c	McChulloch	Brit. str.	1035	July 1	Melchers & Co.	
Maclan	5	c	Erquigues	Span. str.	371	July 22	Russell & Co.	Manila To-day
Madras	5	c	Richardson	Brit. str.	1079	June 30	Melchers & Co.	
Mayenne	2	h	Yin Chun Yea	Anna, str.		June 20		
Meca	3	c	Morney	Brit. str.	684	July 6	Hop Koe & Co.	S'apore and Penang 26th inst.
Namoa	5	h	Westoby	Brit. str.	862	July 24	Douglas Lapraik & Co.	Coast Ports
Norna	3	h	Walker	Brit. str.	606	June 28	Kwok Acheong	
Oceanic	3	h	Metcalfe	Brit. str.	8700	July 20	O. & O. S. S. Co.	Y'ham & S. F. elco 6th prox.
Paragua	3	c	Gil	Span. str.	402	July 15	Remedios & Co.	Manila K'loon Dock
Parsee	4	c	Sergeant	Brit. str.	1014	July 22	Kwong Wing Shun	S'apore and Penang
Quarta	5	c	Haye	Ger. str.	731	July 22	Seoy Shing	Saloon
Salvadora	4	c	Larrinaga	Span. str.	615	July 24	Remedios & Co.	Amoy and Manila To-morrow
Sea Gull	5	h	Robert	Amer. str.	48	July 18	W. H. Ray	Tamsui, &c. To-day
Taiwan	5	h	Young	Brit. str.	408	July 19	Douglas Lapraik & Co.	
Thales	5	c	Pocock	Brit. str.	878	July 4	Douglas Lapraik & Co.	
West Stanley	4	c	Ashley	Brit. str.	993	July 5	Kwong Wing Shun	S'apore and Penang 26th inst.
Yangtze	5	c	Schultz	Brit. str.	782	June 28	Siemssen & Co.	Shanghai K'loon Dock
Sailing Vessels								
Albert Russell	7	c	Carver	Amer. bge.	762	July 15	Russell & Co.	
Alva	7	c	Souza	Port. sh.	631	July 16	Brandao & Co.	
Annie Lorway	7	c	Gales	Brit. bge.	752	May 27	Vogel, Hagedorn & Co.	London
Anton Gunther	2	h	Kuhn	Ger. bge.	440	July 14	Edward Schellhaas & Co.	
Arona	4	c	Fenary	Brit. bge.	947	April 24	Carlowitz & Co.	Callao
Athens	4	c	Findlay	Brit. bge.	605	July 15	Captain	
B. van Middelburg	3	c	Blanker	Dutch bge.	628	June 17	Siemssen & Co.	
O. L. Pearson	3	c	Swain	Amer. Sm. sc.	664	June 1	Vogel, Hagedorn & Co.	New York
Channel Queen	4	c	Placacher	Brit. bge.	609	June 11	Edward Schellhaas & Co.	Melbourne & Sydney Sanda's Slip
Charlotte Andrews	4	c	Ulrich	Siam. bge.	356	June 19	Rozario & Co.	
Charon Wattana	2	h	Cromwell	Amer. sc. sh.	565	July 22	Chinese	
Coeran	3	h	Gidley	Ger. bge.	241	July 18	W. H. Ray	
Condor	1	c	Whitt	Brit. bge.	464	July 28	Wielor & Co.	Tientsin
Cresswell	3	h	Staples	Amer. bge.	684	July 14	Butterfield & Swire	
Dirigo	7	c	Asala	Brit. bge.	773	July 11	Kin-tie-loong	Foochow Cleared
Edna	2	h	Morris	Brit. bge.	497	June 16	Russell & Co.	Yokohama
Fair Leader	1	c	Taylor	Brit. sh.	635	July 22	Vogel, Hagedorn & Co.	
Fontenay	3	c	Kermode	Brit. bge.	909	May 30	Norton & Co.	
Frederick	4	h	Dau	Ger. bge.	594	May 29	Wm. Pustau & Co.	Newchwang
Friedrich	3	h	Hoyer	Ger. Sm. sc.	285	July 18	Wielor & Co.	
Goliah	1	h	Dentzan	Siam. bge.	542	July 11	Chinese	
Highlander	1	h	Hutchinson	Amer. sh.	1352	June 18	Captain	
Hiram Emery	7	c	Wyman	Amer. bge.	709	July 12	Russell & Co.	
Hopful	7	c	Doncaster	Brit. sch.	215	July 14	Douglas Lapraik & Co.	
Jean Pierre	4	c	Legasse	Foh. bge.	607	June 18	Vogel, Hagedorn & Co.	Honolulu
Josephus	4	c	Rogers	Amer. sh.	1470	July 15	P. & O. S. N. Co.	San Francisco P. & O. Wharf
Julia	2	c	Launay	Foh. bge.	504	July 5	Carlowitz & Co.	
Kate Tatham	4	c	Pitkethly	Brit. bge.	275	July 4	Birley & Co.	
Kentor	8	h	Colvin	Brit. bge.	667	June 8	Vogel, Hagedorn & Co.	London
Kirkland	2	c	Colledge	Brit. bge.	435	July 15	Wielor & Co.	
Landseer	7	c	Knowles	Amer. sh.	1418	July 29	Douglas Lapraik & Co.	
Lodore	2	c	Jones	Brit. sh.	860	June 18	Meyer & Co.	Swan's Islands
Lottie Moore	8	h	Hudson	Amer. bge.	880	July 22	Arnhold, Karberg & Co.	
Louis Eugene	3	h	Mennard	Foh. bge.	498	July 11	Carlowitz & Co.	
Madeleine	2	c	Pateau	Foh. bge.	416	July 22	Vogel, Hagedorn & Co.	
Mangerton	2	c	Thompson	Brit. bge.	330	July 15	Wielor & Co.	
Marquis of Argyll	5	h	McKeon	Brit. bge.	600	June 26	Rozario & Co.	
Maria Louise	4	h	Guiboux	Foh. bge.	684	July 13	Carlowitz & Co.	
Mary Blair	7	c	Eidde	Brit. bge.	828	July 15	O. & O. S. S. Co.	
McNair	7	c	Taylor	Amer. sh.	1308	July 22	Butterfield & Swire	
Melrose	4	c	Borgwardt	Ger. bge.	489	July 11	Wm. Pustau & Co.	
Minna	4	c	Carson	Brit. bge.	457	June 17	Meyer & Co.	
Moss Glen	4	c	Shewan	Brit. bge.	649	May 29	Landstein & Co.	London
Norman Court	3	h	Garrick	Brit. sh.	799	May 16	Vogel, Hagedorn & Co.	Cape Town
Nyassa	3	c	Stimpson	Brit. Sm. sc.	201	July 5	Turner & Co.	London
Ocean Racer	3	c	Windhorst	Ger. bge.	735	July 5	Melchers & Co.	Foochow Cleared
Oscar	3	c	Taggart	Brit. bge.	789	June 14	Meyer & Co.	
Per Ardua	4	c	Scheel	Brit. bge.	676	July 12	Wielor & Co.	
Phaeton	3	h	Phelan	Amer. bge.	583	July 14	Chinese	
Philipp Fitzpatrick	3	h	Southwood	Brit. bge.	801	July 14	Captain	
Philippine	2	h	Munchau	Siam. bge.	454	July 12	Carlowitz & Co.	
Princess Saraph	3	h	Harrison	Brit. bge.	442	July 12	Order	
Queen of the Seas	1	h	Bishop	Brit. bge.	718	June 3	Rozario & Co.	
Rifleman	4	c	Lamcken	Ger. sch.	264	July 18	Siemssen & Co.	
San Francisco	3	h	Ditchburn	Brit. bge.	812	July 16	Arnhold, Karberg & Co.	
Sarah Bell	7	c	Williams	Amer. bge.	702	May 12	Vogel, Hagedorn & Co.	
Silas Fish	2	c		Brit. sh.	1161	May 27	Vogel, Hagedorn & Co.	San Francisco
Sir Charles Napier	3	c	Chapman	Brit. sh.	816	May 22	Meyer & Co.	London
Sir Harry Parkes	2	c	Simmons	Amer. bge.	1004	June 21	Meyer & Co.	
Sontag	8	h	Clough	Amer. sh.	1090	Sept. 5	Russell & Co.	
Sumatra	3	h	Dixon	Amer. sh.	1117	July 15	Insurance Company	
Summer M. Read	4	h	Butthmann	Siam. sh.	636	July 6	Yuen Fat Hong	
Ta Hong Kong	1	c	Lopez	Span. bge.	827	July 14	Russell & Co.	
Teodora	2	c	Koop	Brit. bge.	812	July 2	Order	
The Frederick	1	c	Eice	Brit. sh.	1745	July 15	Gibb, Livingston & Co.	
The Tweed	7	c	Harrison	Brit. bge.	805	June 2	Rozario & Co.	Victoria (V.I.) 1st prox.
Tokata	4	h	Goldor	Brit. bge.	948	June 19	Olyphant & Co.	
Tyburnia	4	h	Endroott	Amer. Sm. sc.	487	June 4	Vogel, Hagedorn & Co.	San Francisco
Wm. H. Dells	3	c						
WELAMPON								
Chooala	6	c	Kinnett	Brit. bge.	284	July 20	Chinese	
Juliane	6	c	Oestmann	Ger. Sm. sc.	187	July 17	Wm. Pustau & Co.	
Perusia	6	c	McKirdy	Bel. bge.	3800	May 4	Olyphant & Co.	Honolulu & Callao
St. Idenc	6	c	Durand	Foh. bge.	888	July 24	Carlowitz & Co.	
Tartar	6	c	Kaemena	Ger. bge.	255	July 20	Melchers & Co.	
CANTON								
China	5	h	Ackermann	Ger. str.	648	July 21	Siemssen & Co.	Shanghai
MACAO								
Johan Smith	6	c	Bosche	Ger. bge.	440		Wielor & Co.	Coumang
Vesta	6	c	Dirks	Ger. bge.	302		Melchers & Co.	Tientsin